

Local Railway Items from Area Papers - Maskinonge and Nipissing Railway

09/10/1886 *Ottawa Citizen*

Maskinonge and Nipissing

Maskinonge and Nipissing Rl

Maskinonge and Nipissing Railway.

Satisfactory Report by Engineer - A Fine Country to be Traversed.

The following is a copy of report made to the Board of Directors of the Maskinonge and Nipissing Railway Company by their Engineer in Chief, Mr. W. McLeod Maingy, of this city:

GENTLEMEN, - I beg to report that in accordance with instructions received from you I began work on the Maskinonge and Nipissing Railway, on the second day of August, 1886. Since that time I have located from Maskinonge to the foot of the Laurentian Range, a distance of about eight and a half miles. In passing over this distance, I beg to say that the gradients will be light as also the work. Two small streams will have to be bridged. The soil in most places consists of a mixture of sand and clay, with gravel ridges intervening. This portion of the line passes through a

RICH FARMING DISTRICT

and all the land for many miles on each side is under cultivation. On Tuesday, August 10th, I left St. Ursule for the purpose of making an exploration of the Laurentian range, in order to find the best crossing en route for the Matawan. I am happy to say that after a thorough examination of the country I believe I have found a pass through the mountains, which will entail comparatively easy work and gradients not exceeding 52.80 per mile. If the line, as explored by me, turns out to be practicable, it will pass through a portion of country rich in natural resources. The mountains are covered from the base to the summit with a

LUXURIANT GROWTH OF TIMBER

consisting of birch, many of which average two and a half feet in diameter, heavy maple, basswood, ironwood, spruce, tamarack and hemlock. In the valleys the land is rich; and good farms are to be seen in every direction. I need scarcely point out to you the many advantages a line of railway would confer on the inhabitants. They would have easy access to the Montreal markets, not only for their farm produce, but would find a ready and profitable sale for all the cordwood and hemlock bark, for which this country is famous, besides opening up a vast area of rich farming land, which at the present time is lying idle and in a state of nature.

IRON AND GRAPHITE

are to be found in many places; and in the parish of St. Ursule, I am informed there are very fine quarries of stone which is suitable for bridges, etc. At St. Ursule there are three flour mills and tanneries. The railway would have the benefit of the following rich parishes: St. Didace, St. Paulin, St. Alexis and St. Justin, also ten miles of intervening forest as above described and twenty miles of backcountry which could be drawn on at once. The Joliette Railway, which now reaches St. Felix de Valois and is about to be continued to St. Gabriel de Brandon, will be about twelve miles from our proposed route, and an easy connection with that line could be made. On the Riviere aux Ecorces good waterpower is to be had. And at Lachute, distant one and a half miles from the M. & N. Railway, a very fine pulp mill has been established, and is doing a good business. At this place there are seven natural falls, with ample room for numerous mills and manufacturies, and water power, such as is to be seldom scene. A branch line to this place could be built at a very trifling cost, and once done, no doubt every available site would be at once utilized.

28/05/1887 *Ottawa Journal*

Maskinonge and Nipissing

THE

Maskinonge and Nipissing

RAILWAY COMPANY

Shares in the above named company to the amount of one hundred thousand dollars having been subscribed, and ten per centum paid thereon, Notice is hereby given that a general meeting of the subscribers to the said capital stock will be held at the office of James S. White, Victoria Chambers, in the City of Ottawa at 10 o'clock a.m., on Tuesday, the twenty-first day of June next, for the purpose of electing directors of the said company, as provided by its act of incorporation, and also for passing such rules, regulations and by-laws as may be deemed expedient under the provisions of the said act.

THOMAS H. FERRY,

JAMES J. WHITE,

E. H. TALBOTT,

Provincial Directors

of the said Company.

Ottawa, May 21, 1887

Also in Ottawa Journal 7 June 1887

13/10/1887 *Ottawa Citizen*

Maskinonge and Nipissing

Mr. Coulombe, M.P. for Maskinonge, and several other gentlemen interested in the Maskinonge and Nipissing Railway, are in the city to press the claims of that line to Federal assistance. When completed it is held that the distance between Quebec and Sault Ste. Marie will be lessened by 150 miles..

01/12/1887 *Ottawa Journal*

Maskinonge and Nipissing

NOTICE is hereby given that application will be made to the Parliament of the Dominion of Canada at the next Session thereof for an Act to amend section one of chapter seventy-nine of the Acts of 1886, entitled "An Act to incorporate the Maskinonge and Nipissing Railway Company" by striking out the names of the incorporators named in said section and inserting other names in whole or in part in lieu thereof and to amend section five of said Act by striking out the names of the Provisional Directors named in the said section and substituting other names in whole or in part in lieu thereof and to amend section twenty-two of said Act by extending the time for the commencement of works in the building of the said railway and for completing the same and for all other amendments of the said Act in consequence of said amendments above specified. -

WILLIAM SHOOLBEED

One of the Promoters of the said

Railway Company.

Ottawa, 24th November, 1887..

25/04/1889 *Ottawa Citizen*

Maskinonge and Nipissing

Subsidies

Maskinonge and Lake Nipissing Railway, for fifteen miles from Maskinonge on C.P.R. towards the River Mattawa